

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4835

號八廿月三年一十三緒光

TUESDAY, MAY 2, 1905.

二拜禮

號二月五英曆

330 PER ANNUM.
SINGL. COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
Kobe.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,

Manager.
Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.
Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,

Chief Manager.
Hongkong, 1st May, 1905. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received, on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,

Manager.
Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,947,300
RESERVE FUND.....GOLD \$ 3,947,300

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,

Manager.
20, Des Vœux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896

Shanghai Taels:

SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 per Annum Fixed Deposits for 3 months.

1 1/2 " " " 6 " "

2 " " " 12 " "

E. W. RUTTER,

Manager.
Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 3 "

T. P. COCHRANE,

Manager.
Hongkong, 19th May, 1904. [24]

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	MALTA..... R. A. Peters.....	About 5th May	Freight and Passage.
LONDON, &c.....	COROMANDEL..... G. M. Montford, R.N.R.	May 6th, Noon	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES.....	PERA..... A. L. Valentini.....	About 10th May	Freight only.

YOKOHAMA via SHANGHAI, MUJI and KUBE, (passing through the Inland Sea).
PALERMO.....
E. G. Andrews.....
About 13th
May

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.
Hongkong, 1st May, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants.
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No. 75.

Sole Agents for Hongkong—

CALBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905. [37]

E. C. WILKS & Co.,

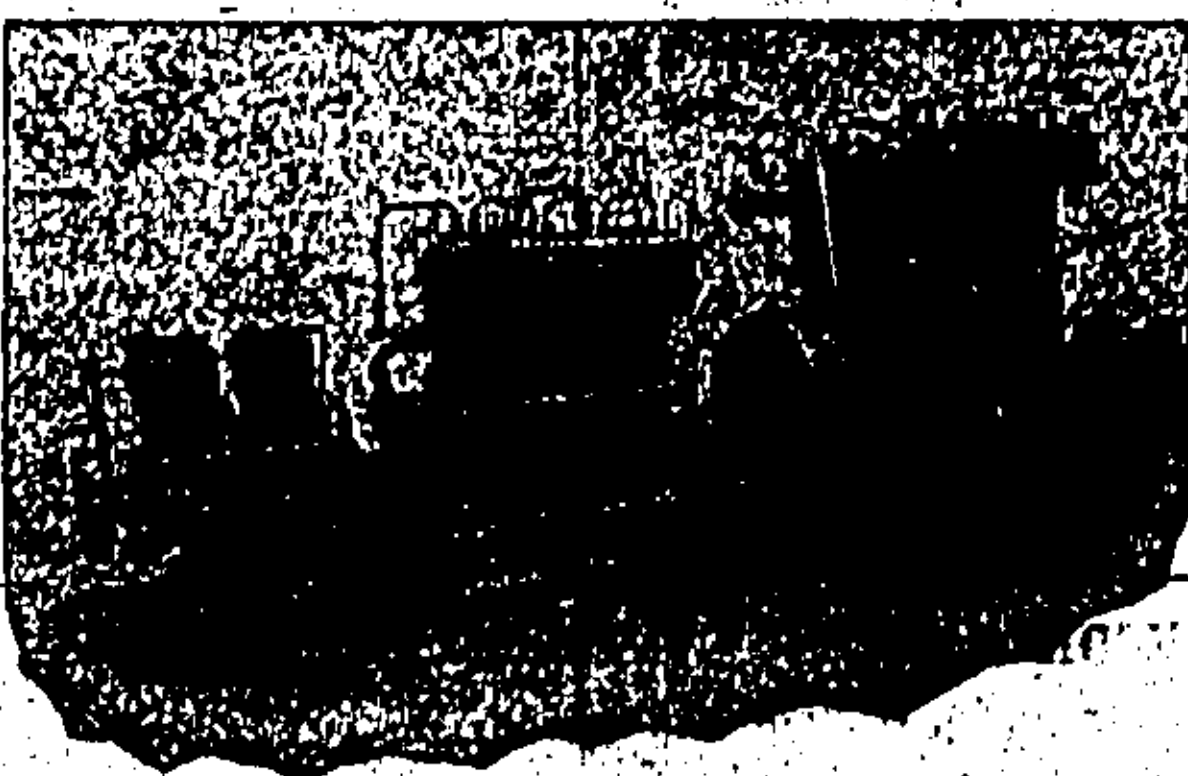
CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [30]

Intimations.



The Bovril Bottle

is familiar in the homes of Britishers the world over—in Great Britain itself Bovril is looked upon as the great national "stand-by" in case of failing strength. Bovril is the very embodiment of nourishment. It imparts strength in a most effective manner, and is, at the same time, extremely palatable.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for
LONG, HING & Co.,
PHOTO GOODS DEALERS,
17B, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & Co.,

祥利廣
ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
[26]

Hongkong, 7th February, 1905.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kobe, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Koshimizu, Bessho, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinokawa, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannpura, Onomori, Otsuji, Satsaba, Tsubakuro, Yashimoto, Yoshio, Yuzohara and other Coals.

G. MINAMI, Manager, Hongkong.

TELEGRAMS.

(Reuters.)

France and England.

London, 30th April.

The British fleet will visit Brest on the 10th July, and remain until the 17th July.

The King's Visit to Paris.

The King has left Marseilles for Paris and received a great popular ovation.

The War.

A RUSSIAN ATTACK.

General Linovitch reports that two Russian forces, on the night of the 29th ultimo, simultaneously attacked the Japanese near the town of Tunkushian, and drove them from five consecutive positions; finally occupying Tunkushian.

Destroyers for the British China Squadron.

Six destroyers are leaving Gibraltar for Malta, to be docked prior to proceeding to China.

Bulgaria and the Powers.

Reuters' correspondent in Paris says that the question of transferring Bulgaria as an independent kingdom, brought before the European Governments, has not been received with any strong disfavor.

Easter in Russia.

The Easter midnight services in St. Petersburg passed off quietly, and no disturbances are expected to day.

THE WAR.

[N. C. Daily News.]

Wordy Warfare.

Osaka, 27th April.

Russia, it is reported, has officially denied the Japanese official statement that an appeal had been made to France, but that Admiral Rozhdesvensky, was requested to leave the territorial water of France.

Russian Naval Reinforcements.

Osaka, 26th April.

Three cruisers of the *Ryuan* type and a number of torpedo-boat destroyers are now being built in Russia.

It is thought that it will be difficult to complete the work on the new battleship *Andrei Pervomurza* (16,000 tons) and of the reconstructed battleship *Peter Veliki* (9,655 tons) this year.

Back from the War.

Tokio, 25th April.

Prince Anton of Hohenzollern from the Front, accompanied by Prince Karin, arrived at the Shimbashi station at 9.30 this morning. They were met by a brilliant party, and a military band was in attendance.

Prince Karin escorted His Imperial Highness to the Shiba Detached Palace.

The Coercion of Crete.

Osaka, 25th April.

The combined army of the Powers as landed in Crete and occupied the interior, while the fleets of the Powers are patrolling the coast.

Russia's Ray of Hope.

Osaka, 27th April.

In regard to the coming meeting of the Zemstvo, the Russian Minister of the Interior has declared that representatives will be elected irrespective of the differences of race or religion.

The Morocco Settlement.

Osaka, 26th April.

In connection with the Moroccan question the Foreign Office at Berlin is now busily engaged in negotiating with the French Ambassador there.

Negotiations had taken place before the Kaiser started on his trip along the Mediterranean, and an amicable settlement is expected shortly.

The German policy towards Morocco is to preserve the integrity of that country and to improve its trading and industrial relations, placing them on the same footing with those of France. It is to be endeavored to induce the United States to assist in carrying through these proposals.

The French squadron in the East.

Osaka, 26th April.

It is reported from Toulon that three French cruisers are preparing to start for the Far East.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

HOTEL KEEPER'S RESPONSIBILITIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR,—We notice in your issue of last night a letter under this heading signed by a Mr. Adolphe Kellmann, in which he seeks to fix the responsibilities for the loss of some of his linen owing to the washerman to whom they were sent having sold or pawned the clothes and run away with the proceeds, and adds that we refused to be responsible for his loss or for the acts of our boys.

Now, Mr. Editor, the facts of the case are that we do not undertake the washing of linens for our guests, and they arrange themselves for this with the room boys. In this case, as is well known, the loss of Mr. Kellmann's clothes was not caused by any neglect or default on the part of our servants, and such being the case, we did not feel called upon to make good the loss sustained by Mr. Kellmann. Had it been occasioned by our servants, we would not have any hesitation in recompensing him of it.

—Yours faithfully,

DORABJEE & CO.,

Proprietors,

King Edward Hotel.

Hongkong, 2nd May, 1905.

[It is only fair to the proprietors of the King Edward Hotel that publicity should be given to their explanation of this matter. We are glad to do so.—ED., H.K.T.]

THE BALTIC FLEET.

The *Nichi Nichi* remarks that Kamranh, where the Russian Squadron has been staying, is the port which the French Minister of Marine had in view when he stated some time ago that France must have a naval base in Annam. At present there is only one fort commanding the entrance to the harbour.

The possibility of the Russian squadron evading the Japanese fleet and reaching the Japan Sea is recognised by the authorities. The Governor of Ishikawa prefecture has dispatched Kencho and police officials to the various cast towns and villages to warn the local authorities and owners of vessels to be on their guard against the approach of the Russians.

Captain Gorchin of the *Devonwong*, which arrived to-day, from Bangkok, with a cargo of rice and timber for this port, reports that on the 29th ult. when off Von Fung Bay, in lat. 12.33 N; and 109.18 E, he sighted at anchor some of the Baltic Fleet, 28 vessels in all, including battleships, cruisers and torpedo boats. They did not signal the *Devonwong*, which continued on her course.

A Notification, No. 14, of the Japanese Navy Department announces that on and after April 18th, 1905, the undermentioned sea districts in the Tsugara Straits are declared defended, while the defences (mines) from the Hakodate Bay are removed.—The sea within lines drawn from Shikokumaki to Omakaki; from Usaki to Miyonizaki; from Kyohisaki to Shikokumaki; and from Bentensaki to Yakozaki.

The *Nippon* considers that the coming engagement will probably be the heaviest naval battle of the war. Admiral Togo has hitherto been necessarily careful of his ships. There is no source from whence he can recruit his squadron, and the Baltic Fleet was always a menace in the background. But he now feels that the destroys or cripples the Baltics, Russia will have shot her last naval bolt, and therefore it is probable that his manner of fighting will be correspondingly modified.

War risk losses through captures and cancellments during the past ten weeks have closely approximated to my estimates, says Lloyd's correspondent of *The Times*. They amount at present to about £550,000 in excess of the war risk premiums, of which about £250,000 on fall on the marine companies and £300,000 on members of Lloyd's. There may be some reduction in these figures through recoveries on appeal in the Japanese Prize Court.

EUROPEAN PILOT LEAVES.

We understand on the very best authority that among the passengers who left on the Messageries Maritimes s.s. *Armand Rebe* for Saigon this afternoon was a well-known China pilot who has been engaged by Russian officials for service in connection with the Baltic Fleet. Prior to coming to Hongkong some years ago this gentleman was a Ya gze pilot and when he left the northern settlement and came to this port he was frequently engaged to take launches across to Manila and back besides which he piloted some of the smaller craft to the coast ports. In the Spanish-American war he did service as a navigating lieutenant and appears to enjoy the somewhat risky work.

CONTRABAND CARRYING.

Mr. Justice Chanell delivered judgment on 27th March, in the case of the *Law Guarantee* and *Trust Society, Limited* v. the Russian Bank for Foreign Trade and others. The action was brought by the plaintiffs, as guarantors of debentures issued by the Health Line, Limited, for a declaration that contracts to carry coal to Vladivostok by three of the defendants' steamers were not binding on the plaintiffs as mortgages, on the ground that they would impair, if not destroy, their security. There were charges in respect of each of the ships requiring the coal to be taken to neutral ports, but a private arrangement had been made with a firm which, it was alleged, very possibly represented the Russian Government, that the coal should be carried to Vladivostok, the ships carrying false papers. His Lordship in course of judgment said the material question to be decided on the questions raised, was as to whether the contracts were binding between the mortgagees and the mortgagee. He thought that it was perfectly clear that the contract to carry coal to neutral ports was never considered as the real contract. It was meant by the contract that coal should be carried for the Russian Government to Vladivostok. At the time the contract was entered into the rate of premium was from 25 to 30 guineas per cent, thereby implying that there was a risk of capture and forfeiture to a belligerent Power. He thought that the contract was one which would materially impair the security of the mortgagees. The substance of the matter was that these contracts, although not expressly forbidden by the articles of association, could not be said to be ordinary contracts for the employment of the ships. As to the question of estoppel there was no evidence that the plaintiffs had ever held out the Health Line, Limited, as being in any other position than mortgagees in possession. He must, therefore, make the declaration asked for.

LAND SALES.

This afternoon at the sales rooms of Mr. Geo. P. Jammet, in Duddell Street, there was put up for sale by public auction the leasehold property situated at Vauvau, and registered in the Land Office as section D. of Kowloon Island Lot No. 107, together with the message thereon known as 32, Temple Street, the letting being for a term of 75 years, with the usual option. The annual Crown rent for this section of the lot is \$1.82.

This property, after fairly keen competition, was knocked down to Chau Yin Kee for \$3,300.

A TERRIBLE DISASTER ON THE YANGTZE.

THE L.C.S. "YUENWO" TOTALLY DESTROYED BY FIRE.

News was received at Shanghai late on Wednesday (26th April) of the destruction by fire of the Indo-China Navigation Company's well-known river s.s. *Yuenwo*, but it was difficult to obtain any definite confirmation or particulars. Yesterday there were many sources of information, but all the stories of the eyewitnesses differed in material details. Amalgamating the coincident particulars of information from several sources the following is probably correct in the main.

The s.s. *Yuenwo* was on the down voyage from Hankow to Shanghai, having on board a few foreign passengers, including one lady, and a very large number of Chinese passengers, with a general cargo which included some 12,000 bags of rice. The fire had evidently been burning for some considerable time before it was discovered, for at about 1.30 a.m. on Wednesday, when the vessel was some twenty miles the other side of Tunchow, flames were noticed in the 'tween decks almost under the bridge and spread rapidly forward. Every endeavour was made with the available appliances to extinguish the flames, but without effect, and in the meantime the vessel had arrived off Tunchow. It was found that there was no possible hope of extinguishing the fire and steps were at once taken to save the passengers.

The boats were got out and the foreign passengers were taken safely to the shore, but the panic-stricken Chinese crowded into the other boats before they could be lowered and caused much delay. The first two boats that left the ship with native passengers were swamped owing to the rush of natives who would not be restrained. The boats made four trips in all and with the assistance of boats sent to the rescue by the U.S. gunboat *Villalobos* and Mrs. *Suian* and *Tamul*, the majority of the passengers were saved. Several natives lost their lives by jumping into the river without waiting for the boats; others were burnt owing to remaining on board and trying to save their goods and chattels. There are various estimates as to the loss of life. No foreigners were killed. One estimate is that not more than ten people are missing, but on the other hand it is reported that one family alone, consisting of ten members, is missing. The agents put the loss of life down at between thirty and forty, while native reports are to the effect that quite two hundred natives are unaccounted for. When the last boat went alongside the ship two natives were seen to have jumped the rails, and were told to jump. One jumped into the water and was saved, but the other apparently lost his head, and was seen to topple back into the midst of the flames. A comrade, or, short, refused to leave the ship when opportunity came, but remained behind to fill his pockets with dollars and sycee. He then jumped into the river and the weight of the silver caused him to sink. In the water he managed to divest himself of his clothing and silver and was eventually picked up. Some lives were lost through the natives who were struggling in the water attempting to clamber into boats which were already fully loaded, causing them to swamp. The *Yuenwo* was beached bow on as soon as it was possible to do so, but this was the portion of the boat in which the fire was raging, and consequently the passengers were at the further end, making it necessary for them to swim ashore or take to the boats. Captain Flagg is said to have remained on board to the last possible moment and eventually made his escape from the bow by climbing down the anchor chain. The foreign passengers and 264 native passengers and crew arrived here on Wednesday night by the s.s. *Suian*. Capt. Flagg and the officers were accommodated on board the gunboat *Villalobos* for a time and afterwards Capt. Flagg secured a junk, in which he and the chief officer and chief engineer remain for the present, standing by the burning vessel.

Up to last advice the *Yuenwo* was still burning and will probably burn for a couple of days, the cargo being rice. She is practically burnt down to the water-line and only her steel hull remains. Mr. Alfred Ross, who was a passenger on the steamer, and a very narrow escape. He was awakened by the noise and had to leave his cabin in time to get away by the first boat, but seeing the confusion among the Chinese he ran aft and endeavored to assist in restoring order. After throwing over lifebuoys, he assisted the 3rd officer to lower one of the port side boats. It was immediately filled by about 120 Chinese, and swamped, the occupants being thrown into the water. Another boat was lowered, crowded, and swamped in the same way. While a third boat was being let down it caught over and Mr. Ross was caught by the leg in the hatchways, remaining fixed and immersed up to the body in water for some time. He was rescued with some bruises and then attempted to escape on some spars, but only succeeded in drifting round to the stern of the vessel where he clung on to the signal hauling. The water was full of struggling and drowning Chinese, and several of these clung on to Mr. Ross and almost pulled him under. When he was almost exhausted he managed to attract the attention of one of the ship's officers in a boat and was dragged on board. So narrow was his escape that the bodies of two dead Chinese were still clinging to his clothes when he was rescued. Mr. Ross was then cared for on board the *Suian*, by which he travelled down to Shanghai. He desires to express his thanks to the officers of the ship and also to those who picked him out of the water. In Mr. Ross's estimation very few of the Chinese who crowded the two boats that were swamped survived. The shore was lined with natives and sampans, but no attempt was made by them to assist in rescuing the unfortunate passengers.

The *Yuenwo* is a steel twin-screw steamer, 273.5 feet in length, 40.5 feet in breadth, 13.1 feet in depth, and of 2,522 tons gross and 1,538 tons net register. She was built in 1888 by Messrs. S. C. Farnham and Company for her present owners, the Indo-China Steam Navigation Company, Ltd.

The str. *Suian* brought down to Shanghai the following passengers from the *Yuenwo*: Mr. and Mrs. Masse, Messrs. Ross and Komor, and the following officers: Messrs. Martin, Henderson, Simmonds, Chalmers, Jamieson, and Melig, together with 264 natives. Her report is as follows: At 3 a.m. on the 26th instant, passed the L.C.S. *Yuenwo* burning at Tunchow. The European and Chinese passengers were all saved except about 30 Chinese. Stayed by the burning ship until 10.30 a.m. The captain, chief officer and chief engineers remained at Tunchow.—N. C. D.

News.

NAVAL NOTES.

Captain Seeborg, of the s.s. *Pronio*, which arrived at seven o'clock this morning from Illo-Ilo, Philippine Island, reports that he heard a lot of gun firing when about ten miles E. S. E. of Hongkong. This, of course, would be the British warship at gun practice.

SHIPPING JETISAN.

It is rumoured that a Press Agency is negotiating for the purchase of the C. N. S. *Wuchang* for the purpose of conveying correspondents to witness the expected battle between the Japanese and Baltic Fleets. It is also stated that an offer has been made for the *Taiwan*. The *Wuchang* was on the berth for Chief, and loading has ceased, pending result of the negotiations.—N. C. D. News.

The nine stowaways who arrived here from Singapore in the s.s. *Lightning*, and who are suspected of being escaped prisoners from the Singapore gaol, were again placed before Mr. F. A. Hazeland at the Magistracy this morning, when Inspector Langley applied for a further remand and no reply had been received to his communication to the Singapore police regarding the men's antecedents. A week's remand was granted.

SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon.

DRAINAGE CONTRACTS.

An application was submitted by Yuen Wo (contractor) requesting that his name be added to the list of authorized drainage contractors. His application was backed by a testimonial from Mr. E. Hazeland, architect and surveyor, and it was suggested that he be given a drainage contract and his worth reported upon before being put on the authorized list of contractors.

LIME-WASHING.

During the fortnight ended Tuesday, 25th April, 1,620 houses were lime-washed under the supervision of the Sanitary officials.

THE BUILDING ORDINANCE.

An application was submitted by Messrs. Denison, Ram and Gibbs, architect and surveyors, for a modification of the requirements of section 180 of the Public Health and Buildings Ordinance of 1903 in respect to four European houses on Inland Lot No. 16.8. It was recommended that the Governor in Council be requested to grant the application subject to the condition that a six-foot scavenging lane in the rear of the coolie quarters be conveyed to the Government free of cost. Messrs. Denison, Ram and Gibbs submitted that their clients would not feel able to hand over the 6-foot scavenging lane free of cost to Government, in perpetuity, as the lane is not on the boundary of the lot, but about 27 feet inside the southern boundary, and, as a consequence they would be practically handing over a strip of land 170 feet long by 27 feet wide, and suggested that they give an undertaking that the 6-foot lane be handed over to the Government free of cost for so long a period as the lot is built over in the way shown in the designs submitted with the understanding that it be restored to the owners if at some future time buildings of a different character are erected thereon.

Mr. A. Rumjahn intimated: I don't think there is any objection to this plan; I think the suggestion of the architects can be adopted.

COMMERCIAL.

Shanghai advices, of 27th ult., state:—Business reported:—Indo-Chinas at Tls. 89 for May, and at Tls. 91 for July. Farnham, Boyds at Tls. 158 cash, and at Tls. 165 for July. Shanghai and Hongkong Wharfs at Tls. 193 for July. Ewos at Tls. 371 cash. Pulpas at Tls. 150. Langkats at Tls. 240 cash, and at Tls. 247 for June.

Business done direct:—Farnham Boyds at Tls. 162 for July. Indo-Chinas at Tls. 83 cash, and at Tls. 89 for May. Langkats at Tls. 231. Horse Bazaar at Tls. 75 cash. Lane, Crawford and Co. at \$40.

SHANGHAI FREIGHT.

Writing from Shanghai, on 27th ult., Messrs. Wheelock & Co. report:—There has been a slight improvement in our homeward freight market since I wrote as regards the quantity of cargo offering for London and the Continent, but for New York via Suez the market seems "dead." In this direction we hear rumours of the rate on tea being increased to at least 36s. per ton, probably more, from the 1st May, 1905. So far the Conference have not issued definite instructions to their agents about this, but we would advise tea-shippers to be prepared for a rise in view of the near approach of the tea-season; the rates for general merchandise remain unchanged.

Coastwise:—The market is still very firm in all directions and the demand for tonnage continues, whilst the supply is rather short, the coal-rate from Japan to this has advanced again and now stands at \$2.00, firm.

COAL.

Japan:—Since the date of our last circular the coal market has been very excited, and a considerable rise in price is to be noted for all kinds. In Japan a veritable coal famine exists and it is almost impossible to obtain quotations. Kirigomi (about half dust and half lump) which was formerly obtainable at Yen 4.50 f.o.b. Moji, now commands from Yen 6 to Yen 7 per ton and difficult to obtain even at these high prices. The principal reason for this condition of affairs, is the difficulty of obtaining transporting facilities from the mines to tide water, the Japanese Government having commandeered the rolling stock of the railways.

Cardiff:—Has risen in sympathy and is very firm at quotations.

Sydney Wollongong:—The market is not affected to any great extent as this coal is seldom used for bunkers, the consumption being almost entirely for blacksmith's purpose.

To-day's Advertisements.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"HONAM,"

2,353 tons,

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.,

Arriving at Macao about Noon.

From Macao 7 P.M.,

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$10.00, Return \$4.00

Second Class, Single \$1.00, Return \$1.00

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 2nd May, 1905.

CUSTOMS NOTIFICATION.

THE PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER, 1897, will be rescinded and Revised Regulations, approved by the Consul-General at Canton, and by the Inspector General of Customs, will come into effect on the 1st May, 1905.

Copies of the Revised Regulations may be obtained at the Customs Houses at Canton, Lappa, and West River Ports, or from Messrs. Kelly & Walsh, Hongkong.

Under the Revised Regulations Vessels entering the West River via Wangmoon may, after complying with all Customs requirements, there, proceed DIRECT to either KUNGMUN or SANSHUI where the "Special River Pass" will be issued.

F. J. MAYERS,

Acting Commissioner of Customs.

CUSTOM HOUSE, Canton, 25th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 1st May, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISAN"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on WEDNESDAY, the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st May, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain G. M. Symmers, will be despatched as above, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 2nd May, 1905.

TO LET.

A LARGE BUNGALOW, with splendid view of the sea front, No. 2, BAY VIEW, KOWLOON, containing Five Large and Three Small Rooms, with complete Electrical fittings, Tennis Court and Garden.

Apply to—

H. RUTTONJEE,

Hongkong or Kowloon.

Hongkong, 2nd May, 1905.

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, 2nd May, 1905.

Intimations. ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS:

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	4th May.
GLASGOW and LIVERPOOL	"MENELAUS"	10th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Kintuck" left Singapore at daylight on the 29th ult., and may be expected to arrive here about 4th inst.

HOMEWARDS:

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	21st June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KALAN"	3rd May, 4 P.M.
SHANGHAI	"WOOSUNG"	3rd "
CEBU and ILOILO	"KAIFONG"	6th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

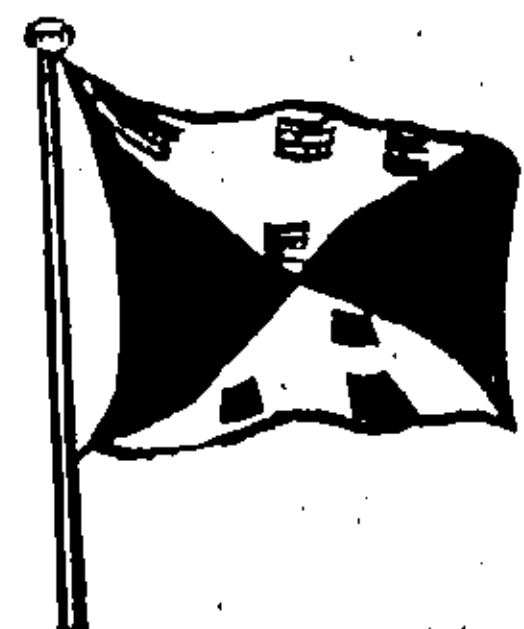
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA VIA AMOY	SATURDAY, 6th May, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	4,183	Bahle	May 11th, 1905.	
"NORDPOL"	4,108	Schmidt	May 30th, "	
	4,376	Wagner	June 26th, "	
	4,376	Brahmer	July 20th, "	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,183	Bahle	May 11th, 1905.
"ARAGONIA"	4,108	Schmidt	May 30th, "
"NICOMEDIA"	4,376	Wagner	June 26th, "
"NUMANTIA"	4,376	Brahmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,328	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey	..\$4
Meals	\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	TUESDAY, 9th May, 3 P.M.
SHANGHAI	HAUSANG	WEDNESDAY, 10th May, 4 P.M.
KUDAT and SANDAKAN	HAUSANG	THURSDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

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HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 3 P.M. and on Sundays at 6 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 1st May, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duty qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 17th April, 1905.

Shipping—Steamers.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 6.40 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 3 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " " " " " 1.50

First " " " " " " " " with Cabin 3.00

" " return " " " " " " " " to Macao 3.00

" " " " " " " " with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Parasitica*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONH, Macao Agent.

Hongkong, 1st May, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG:

About

"SAGAMI" 1905. 20th May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 1st May, 1905.

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex.s.s. *Madoc* and *Memphis*, and from Bordeaux, ex.s.s. *Frederic Morel*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th May, 1905, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 8th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st May, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex.s.s. *Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before TO-MORROW.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

I. S. LEWIS,

Acting Superintendent.

Hongkong, 27th April, 1905.

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KOON"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 2nd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD

MELCHERS & Co.,

Agents.

Hongkong, 25th April, 1905.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES,

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE,

Estimates given for all classes of work on

application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

Hongkong.

Sanitas
Disinfecting Fluid
Paritying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the houses in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, &c.

"Sanitas" Disinfecting Powder is the best all purpose disinfectant, and is especially recommended for the disinfection of infected places, bedding, clothing, &c., besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap is specially recommended by the medical profession for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, &c., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A.D.
1841.WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE
MATURE,
MELLOW.

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG.

34, QUEEN'S ROAD CENTRAL.

FIRST FLOOR.

(Wm. Powell & Co.'s old premises).

AFTER-DINNER LIQUEURS.

per dozen.

Peppermint \$29.80

Creme de Menthe glaciale 29.80

Curacao, Red, White or Green 29.80

Apricot Brandy 36.20

Creme Cacao Chouau 29.80

and 20 other varieties of French Liqueurs

from Messrs. Marie Brizard and Roger of

Bordeaux.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 9th December, 1904.

NOTICE
All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 25th of April, 1905, at Shanghai, the
wife of W. H. JACKSON, of a daughter.

MARRIAGES.

LEITE-GONSALES.—On the 29th April, at the
Episcopal Chapel, Macao, by his Lordship the
Right Reverend Bishop Dom Joao Paulino
d'Azevedo e Castro, JERONIMO PITIER
FERREIRA, 1474, of Kobe, to LIA MARIA,
youngest daughter of Mr. C. J. Gonsalves, of
Hongkong. Lisbon, China, and Japan papers
please copy.On the 27th of April, 1905, at the British
Consulate-General, Shanghai, by Sir Pelham
Warren, K.C.M.G., H.B.M.'s Consul-General,
and afterwards at the Holy Trinity Cathedral,
by the Dean, the Reverend A. J. Walker, M.A.,
GEORGE WASHINGTON, second son of the late
David Cole Noel, M.D., of Upper Tooting,
Surrey, England, to NORA MARY, elder sur-
viving daughter of James Simpson, Esq., late
of the Old Dock, Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 2, 1905

LINGCH'IH.

A notable edict, abolishing that form of
capital punishment known as lingch'ih (the
slicing process) has just been issued by the
Chinese Imperial authorities. It has long
been notorious that the punishments inflicted
by the Chinese judiciary are the most severe
in the known world, being character-
ized by a brutality and callousness purely
Oriental, and one of the most terrible of
these punishments was that of lingch'ih,
which was reserved for criminals of the
worst type. Lately, the Chinese Ministers
have been engaged in the work of revising
the laws, and on considering the nature of
the capital sentence they submitted a pro-
posal to the throne that lingch'ih should be
abolished, and that in cases where criminals
were now awaiting punishment by the
lingch'ih process, the lesser agony of de-
capitation should be adopted. In the
Imperial decree on the subject, it is remark-
ed that in past ages the severest form of
punishment in China was that of decapita-
tion, but when the Manchus entered the
country the old laws of the preceding
Ming Dynasty were embodied in the laws
of the conquerors, with the result that
lingch'ih became part and parcel of the
penalties which could be imposed by the
Courts. As a general rule, the criminal who
was sentenced to death by lingch'ih had
committed a very serious offence against
the Government so that it was deemed impos-
sible to punish him sufficiently. The idea of
lingch'ih was that by slicing the anato-
my of the malefactor, he would find on
his arrival in the next world that he was
minus the most important parts of his body,
and would be compelled to walk in the
shades a forlorn and incomplete figure. So
skillful were the executioners in their task
that the unhappy wretch who was the victim
of their operations presented a horrible
spectacle of maimed limbs before death
mercifully came to his rescue. Whether the
punishment of lingch'ih really had the
effect desired of proving a warning to crimi-
nals generally is very much to be doubt-
ed. It rather bred a callousness in the
spectator and proved demoralising to every-
body concerned. Now the Chinese authori-
ties have discovered that "this punishment
is not a merciful one, and is contrary to our
desire in the dispensation of justice and
mercy." It is ordered, therefore, that, only
the sentence of decapitation shall be im-
posed on those guilty of the death penalty,
and it is further commanded that the sen-
tences of lingch'ih, exposure of the head
after decapitation, and beheading the corpse
of a malefactor who was under the sentence
of decapitation when alive, shall be abolished
for ever. Those who have been sentenced to
summary decapitation are to have the sentence
changed to summary strangulation, which
seems to be a distinction with little differ-
ence. In the words of the decree, each
sentence already given is to be commuted
one degree. Branding also is abolished, so
that at this rate China's scale of penalties
for criminal offences are being brought into
line with Western ideas, although there is
still much to be done before it can be claim-
ed that the days of barbarism are gone.
Still, these are real reforms and they show
that that Ministers, among whom is our old
friend Wu Ting-fang, charged with the duty
of revising the laws have gone about their
work in the proper spirit of progress.

LOCAL AND GENERAL.

SINCE yesterday at noon two cases of plague
have been reported.NOTHING can be ascertained in Peking of
Prince Leopold's departure for Manchuria.It is stated that the Chinese Minister to Ger-
many will be nominated to represent China at
the marriage of the Crown Prince.The commercial bureau in Shantung has
decided to issue licences to smoke opium,
without which opium will not be obtainable.DIRECTOR Chang Chieng Hsua is turning his
attention to the construction of a railroad from
Foonchow to Amoy and has proceeded to Fukien
to attempt to bring his scheme to a successful
issue.—*Eastern Times*.THE troops on R.I.M.S. *Hardinge* disembarked
to-day with their light kits and are located as
follows:—11th Mahratta Light Infantry in the
Gun Club Hill; and 93rd Burma Infantry in
tents on the Whitefield Parade Ground.
Other units went with their respective corps.At noon to-day Messrs. Hughes and Hough,
Government auctioneers, put up for sale at
Nos. 3, 5, 7, and 9, Reclamation Street, Yau-
mat, by order of the Official Receiver, the
goods and chattels of the Chung Wa Engineer-
ing Co. This was sold in various lots, and ag-
gregated a return of \$1,954.

SOLICITORS WITHDRAW

FROM SUPREME COURT CASE.

H. Brown, trading as H. Brown & Co.,
American bakery, of Nos. 82 and 83 Praya
East, was sued in the Supreme Court this
morning before the Puisne Judge (His Honour
Mr. T. Sercombe Smith) by the Sui Yuen firm
of contractors, of 78 Wanchai Road, who
sought to recover the sum of \$104.30 being
balance due for work done and materials
supplied.Mr. Otto Hong Sing represented the plain-
tiffs, and
At the outset of the case Mr. M. J. D.
Stephens said he appeared previously in respect
of two adjournments. Since then no evidence
had been brought to him in support of the
defendant's case and he had been obliged to
tell Mr. Brown that he should apply to his
Lordship for leave to withdraw from the case.The Puisne Judge.—You consent to judg-
ment, do you?Mr. Stephens.—No, my Lord; I cannot, do
that.Mr. P. W. Goldring.—Defendant has just
instructed me.The Puisne Judge.—Are you going on with
it?Mr. Goldring.—I am going to ask for an
adjournment because my client's principal
witness, the bookkeeper, is not here and we
shall have to get him to attend on subpoena.The Puisne Judge.—We have just heard
from Mr. Stephens that there is no available
evidence.Mr. Goldring.—All he says, my Lord, is that
no evidence has been submitted to him.The Puisne Judge.—We cannot go on like
this. We must get on with the case.Mr. Goldring.—I am not prepared at pre-
sent, and besides I have other appointments.The Puisne Judge.—I dare say; I cannot
help it. He has already instructed one
solicitor who, I suppose, informed him that
he has no case.Mr. Goldring.—No, my Lord. My client
informs me he has an action. My friend is
agreeable to an adjournment.The Puisne Judge.—I am not; get on with
it and see what you can make out of it.Mr. Goldring.—My Lord, I must withdraw
from the case.The Puisne Judge.—I cannot help it. It is
too late now.

Mr. Goldring.—I cannot take the case.

Mr. Otto Hong Sing then outlined the facts
of the claim showing that the defendant en-
gaged the plaintiffs to build an oven and also
to make two wooden bread troughs.Evidence was called, and it was stated that
defendant admitted \$73.40 of the claim.His Lordship pointed out that it was only a
question of accounts, and subsequently found
for plaintiffs to whom he awarded \$82.30 and
costs.CHINESE ENGINEERING AND
MINING CO.

NEW ENTERPRISE.

We (*China Times*) understand that the
Chinese Engineering and Mining Co. are on
the point of undertaking an important new en-
terprise at Chinwangtao. This is a new and
first-class hotel, the construction of which will
be begun at once and completed during the
summer. Messrs. Adams and Knowles, whose
name is a guarantee of excellence, are the
architects of the new hotel. This will be the
first occasion on which any outside firm has
done work for the company at Chinwangtao.
The hotel, which will be built in the best
style, will be situated on the bluff, and thus
will have a magnificent situation from the
point of view of holiday visitors and others in
summer time, when, it may be expected, Chin-
wangtao will speedily attain popularity as a
health resort for the people of Tientsin, Peking
and other parts of the province. In the winter
the hotel will be found to be a great con-
venience to travellers going or coming by sea,
for they will have all the advantages of a first-
class hotel close to the steamers. The Mining
Company, while building the hotel, will not
attempt to do the catering; for this purpose
the hotel has been leased to the Astor House
Hotel Ltd., Tientsin, who expect to open it
during the ensuing summer.

DEATH OF DR. EDKINS.

Universal regret will be felt at the news of
the death of the Rev. Dr. J. Edkins, which sad
event took place last night at his residence at 7
o'clock, says the *M. C. D. News* of the 24th ult.
He was taken ill about a week ago with
pneumonia, and yesterday at the time men-
tioned he passed peacefully and quietly away,
being unconscious at the time. By his death
China loses one of its most illustrious mis-
sionaries and sinologists.Dr. Edkins was born nearly 82 years ago
near Stroud, in Gloucestershire. He took his
degree at the London University in 1843, and
arrived in Shanghai in connection with the
London Missionary Society in 1848. He was
welcomed to China by Dr. Medhurst (the
father of Sir Walter Medhurst) who was the
first Protestant Missionary in Central China.In 1861 Dr. Edkins pushed north from
Shanghai after the cessation of hostilities in
connection with the Taiping rebellion, and
first at Chefoo for a short time, then at Tien-
tsin, and finally at Peking, he laboured en-
ergetically and successfully, earning the re-
spect and love of his colleagues as well as of
others who were privileged to know him.About the year 1870 he accepted an impor-
tant position in the Government department of
the Chinese Imperial Customs. He, however,
kept up his connection with the London Mis-
sionary Society, and the last two or three years
had charge of the service every Sunday after-
noon in the London Mission Chapel in
Shanghai.Dr. Edkins was married three times, his
third wife surviving to mourn his loss.
He has left behind him a reputation for pro-
found scholarship and persevering industry,
of which the many able works from his
pen bear eloquent testimony. He was re-
cognised in every land as an authority of the
very highest rank on all subjects pertaining to
China—its history, philosophy, philology, and
culture. Up to the very last his unimpaired
powers were devoted to his favourite studies,
and this he was able to do by reason of the ex-
cellent health he enjoyed. Although over 80
years of age he was hale and vigorous, and
gave one the appearance of being nearer three
than fourscore years of age. Of his kind and
affectionate nature, it is scarcely necessary to
speak; all who knew him loved him, and now
that he has left us he will be long missed and
mourned, when his familiar face is no longer
seen at the religious, philanthropic, and educa-
tional meetings that he so loved to take part
in, and where those who attended were in-
structed and helped by his wise words and
kindly presence.

THE FUNERAL.

The rain was falling in torrent when in the
Pahsienjiao Cemetery last evening (25th April)
the remains of the late Dr. Joseph Edkins were
laid in their final resting place. The inclem-
ency of the weather, however, did not
prevent the chapel being filled with sorrowing
friends, among whom we noticed the Russian
Consul-General, Mr. Kleinemann, Mr. Hobson,
Commissioner of Customs, and Mr. W. Bruce
Lockhart, the grandson of Dr. Lockhart, the
first medical missionary to China, and at whose
home Dr. Edkins stayed on his arrival in
Shanghai in 1848. Many well-known mis-
sionaries and others were also present.The funeral service was conducted by the
Rev. C. E. Darwent, M.A., who after reading
some appropriate verses of Scripture, in the
course of his remarks bore eloquent testimony
to the learning and personal character of him
whose loss they were mourning. Whose life
was so pleasant, so beautiful, so inspir-
ing, so charged with divine elements as
was his! He was a steady worker at an
age when most men thought of rest. He
was full of learning; his reputation was
world wide. He was interested in every-
thing that was going on till the last—every
look interested him. He was an ideal scholar,
a marvellous man. His character was a beau-
tiful one; he had as few faults as one could find
in a man. He was full of charity for all; fond
of nature and poetry. His Gospel was as broad
as the heavens. Who did not honour him?
Who that knew him did not love him? There
seemed to be no element that goes to
make up a perfect life missing. He was a man
who was here for more than four-score years
and had enjoyed from God's hand very remark-
able health and strength. His record was a
marvellous one; he was faithful as a Missionary
and faithful in his service for the Chinese
Government. He was the author of well-known
and valuable books on Oriental lore, and his
contributions to the Royal Asiatic Society
were constant and valuable. He was un-
doubtedly a man of wonderful intellectual
energy. As for his character, how beautiful
it was. Whole-hearted devotion to God's service,
but without any of the acerbity, narrowness,
uncharitableness that such a character some-
times shows. He was beloved and honoured
by the Chinese, for whom he had spent his
life, and he was also equally beloved and
honoured by the whole foreign community of
China. He had not lived in vain; his work
will remain, and he will not be forgotten. Mr.
Darwent concluded his remarks by a few
sympathetic references to his bereaved widow,
after which the Rev. H. L. W. Nevan offered
prayer.The coffin, which was covered with beautiful
wreaths, was carried to the grave by old
friends who had known and loved Dr. Edkins
for many years. After Mr. Darwent had read
the burial service the Rev. A. P. Parker, D.D.,
offered prayer, the service then being brought
to a conclusion by the pronouncing of the
benediction.The *Japan Mail* has compiled a statement of
the spoils taken by the Japanese since the be-
ginning of the war; among other things they
have taken 796 guns (counting only 66 at Muk-
den), 111,446 rifles, 1,375 ammunition wag-
gons, 2,016 transport waggons, 4,053 horses,
and 7,026 tents.SHANGHAI-NANKING
RAILWAY.

FIRST SOD TURNED.

The official sod-cutting ceremony in con-
nection with the Shanghai-Nanking railway
line, which should have taken place last June
but was postponed because of the illness of
H.E. Sheng Kung-pao, took place yesterday
morning, says the *M. C. D. News* of 26th ult.At 11 a.m. a company of about seventy to
eighty persons assembled at the Shanghai
Station where a guard of honour of the newly-
enrolled members of the railway police, a force
which has been formed by Mr. Shen Tun-ho,
was drawn up on the platform. The guard
presented a very smart appearance. The com-
pany proceeded by special train down the rail-
way in the Soochow direction to a spot on the
side of the new railway where a mounded had
been erected. Those present include: His
Excellency Sheng Kung-pao, Director-Gen-
eral of the Imperial Chinese Railways,
Lord Li, Assistant Director-General, Messrs.
H. E. Hunter, Manager Hongkong and
Shanghai Bank, H. Keswick, Special Re-
presentative of the British and Chinese Cor-
poration, Limited, Weng Chen sun, Chief Cashier
of the Shanghai-Nanking Railway, Hsu Siao-
chung, Asistant Director of the Land Pur-
chasing Office, and the Paoshan magistrate.
The Board of Commissioners of the Shanghai-Nan-
king Railway was represented by Messrs. Da-
vid Landale (Chairman), A. H. Collinson, M.
Inst. C.E. (Engineer-in-chief), Chen Owing,
Shen Tun-ho, and E. Morris, (Secretary).
There were also present Messrs E. J. Dunstan,
Locomotive Superintendent, W. G. Eves, Exe-
cutive Engineer, F. C. Moule, Storekeeper,
etc. The proceedings were opened by the
Engineer-in-chief, who addressed the company
as follows:—Your Excellencies and Gentlemen,—You
have been kind enough to come here to-day in
very bad weather (at rather short notice. I am
afraid) to witness in the East an old Western
ceremony, the formal turning of
the first sod of a railway which his Excellency
Sheng Kung-pao, Director-General, of the Im-
perial Chinese Railway Administration, kindly
consented to perform on the 17th day of the
5th moon of last Chinese Year (corresponding
to the 30th June, 1904, of the Western calendar),
but which, owing to the very regrettable and
lengthy illness of his Excellency has had to be
postponed until to-day, which, I believe, is the
first occasion his Excellency has left his house
since his illness, and I am sure you will all
unite me in congratulating him on his recovery
and return to active office.Although construction work has been in ac-
tive progress for some months, the ceremony
which his Excellency is about to perform may
be regarded as the official commencement of
the construction for the Imperial Chinese Rail-
way Administration of a system of railways by
the British and Chinese Corporation, Limited,
a British Company whose interests are so ably
represented locally by their joint Agents,
Messrs. Jardine, Matheson & Co., and the Hong-
kong and Shanghai Banking Corporation, and
in particular of the railway forming part of their
system from Shanghai to Nanking, which, I
firmly believe, will become one of the most
important and profitable railways in China, if
not in the world.Everything must have a beginning, and it is
though the actual ceremony which you are
about to witness may appear, I can assure you
we engineers regard its performance with very
great respect and reverence, because, no matter
how many delays and postponements have
preluded its accomplishment, once done, it
remains to us as a matter of honour, a "face"
in fact, that the work must continuously pro-
ceed to fulfilment, to completion, and there
must be no further delays or postponements.You are all of you familiar with the history
of the Shanghai-Nanking Railway, the concep-
tion of which was, I believe, due to the pioneer
railway engineer of China the late Gabriel
James Morrison, M. Inst. C.E. whose recent
death we all greatly deplore, and so one more
so than myself; the construction of this railway
had been, I know, his life ambition.I have not been long enough resident in
China to venture opinions on its past history, but
this I will say: to-day will mark an epoch in the
future history of China, of Shanghai, Nanking,
Soochow, the capital of the province of Kiangsu,
and of the whole valley of the Yangtze.Gentlemen, I will not detain you longer, but
will now ask Mr. Henry Keswick, the Special
Representative of the British and Chinese
Corporation, Limited, to initiate his Excellency
into the mysteries of the ceremony, and to pre-
sent him with the spade necessary for its ac-
complishment.Mr. Keswick in a few well-chosen words
then handed a spade to his Excellency, who
dug the sod and tipped it into the new bank.His Excellency returned his thanks to Mr.
Keswick for the kind words he had used, in a
brief speech. He hoped that Mr. Keswick
would cable to the Corporation in London to
the effect that he had performed the formal
ceremony, that he wished the railway every
good wish, and hoped that it would work
mutually for the benefit of both Chinese and
foreigners.The company then returned to the station,
where refreshments were served and a few
congratulatory speeches delivered. Mr. Henry
Keswick proposed the health of the railway,
and his Excellency Sheng also made a few
remarks. Mr. Hunter, Manager of the Hong-
kong and Shanghai Bank, proposed the health
of his Excellency the Director-General, which
was heartily drunk by the assembled company.
The proceedings terminated at 11.45 a.m.Mr. C. Thwaites has returned to Japan from
the Koshi mountains with the great bag of
three goat antelopes, an animal exceedingly
difficult to find; it is said indeed that
Thwaites is the first foreigner to get one.

THE PILOT'S MISFORTUNE.

This afternoon at the Magistracy before
Mr. F. A. Hazeland, Captain Lawlor, a licensed
Hongkong pilot, was summoned on the charge
that he did on the 19th of March, 1905, then
being in pilotage charge of the s.s. *Slavonia*,
unlawfully infringe a regulation made by the
Harbour Master under section 4 of Ordinance
3 of 1904, in that he failed to use due care and
diligence when bringing the said ship up to
No. 1 wharf of the Godown Company, so as to
avoid accident or damage to the said ship,
whereby she struck No. 2 wharf and was
thereby damaged.Mr. Basil Taylor, assistant Harbour Master,
sat with His Worship as assessor.Mr. H. W. Looker, of Messrs. Deacon, Looker
and Deacon, appeared for the prosecution, and
Mr. E. Wilkinson, of Messrs. Wilkinson and
Grist, for the defendant.Mr. Looker, in opening the case, explained
to the Court the proper method in vogue when
bringing a ship alongside a wharf, and referred
to the nature of the tides flowing near the
wharf. Richard Unsworth, wharfinger, em-
ployed by the Hongkong and Kowloon Wharf
and Godown Company, said he held a master's
certificate, and had been with the company for
three years. Before that he was for fourteen
years in the Scottish Oriental Line as captain.
His principal duties were berthing ships, which
he shared with Captain Brown, and went on
to explain the arrangements made for allotting
berths to the respective ships, and the mode of
berthing them there.Christian Ludwig Lawrence Madsen, Cap-
tain of the s.s. *Slavonia*, said that his steamer
came into the harbour on the 9th of March,
1905. He employed Captain Lawlor to pilot
her. About nine o'clock in the morning he
arrived near the wharf, and stopped the ship
while waiting for orders as to what berth
they were to go to. A Chinaman came
off from the wharf in a launch, and called
out "go straight in, there is not much
current now." He may have said "no cur-
rent." He also said "Go in on the port side
alongside the wharf." The pilot said there
might be some current, and they had better drop
anchor and put her in stern first. Witness
said that would be a mistake, and the order
was given to go in head first. With the use of
models witness showed how the ship went in
to the wharf, and showed how she struck No. 1
wharf, and sustained damage, which would not
have accrued if there had been a fender at No.
2 wharf.

The case is proceeding.

FARNHAM, BOYD & CO., LTD.

EXTRAORDINARY MEETING.

Private advices have been received in the
Colony from a well-known source in Shanghai
that, in furtherance of the action taken by a
number of shareholders to obtain particu-
lars in connection with the sale of the Company's
business to the London syndicate, Mr. T.
Morgan Phillips, formerly of Hongkong,
has been retained on behalf of the share-
holders to represent them at the special
meeting which will be requisitioned for as
indicated in their joint representation to
the Board of Directors, and printed in our
issue of the 25th ult. Considerable interest
is centred in the action of the shareholders.
Although the directors may not be willing to
convene the meeting there is nothing, according
to the articles of association, to prevent the
requisitionists (provided the required number
is secured) to call the extraordinary meeting
with a view to discuss at length a much-
vexed question which has been exercising the
body of shareholders in Shanghai and the
smaller one in Hongkong.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observa-
tory:—On the 2nd at 6.25 a.m. Red S. Cone and
Drum lowered.At 11.55 a.m. The barometer has fallen over
E. Japan, and risen on the China coast.The Northern depression first notified on the
29th ult. is passing into the Pacific to the F.
of N. Japan. The depression in the China
Sea is no longer traced.

Pressure is highest over N. China.

Gradients slight on the China coast and moder-
ate NE. winds may be expected in the For-
mosa Channel and moderate NE. winds along
the northern shores of the China Sea.Forecast.—Light to moderate SE. winds;
fair.

SHIPPING AND MAILS.

MAILED.

Canadian (*Empress of Japan*) 2nd inst.
English (*Italia*) 4th inst.
Canadian (*Albatross*) 8th inst.
Indian (*Kimsang*) 9th inst.The s.s. *Manitoba* sailed from Yokohama
on 5th ult., arrived at Seattle on 18th ult.The Imperial German Mail s.s. *Prinz Eitel-
Friedrich*, which left here on Wednesday at
noon, arrived at Singapore on Sunday at 2 p.m.The Imperial German Mail s.s. *Roon* which
left here on 26th inst. p.m., arrived at Shang-
hai on Sunday at 11 p.m., having been detain-
ed by fog.The Imperial German Mail s.s. *Dayern* carry-
ing the German Mails with dates from Ber-
lin of the 21st ult., left Colombo on Saturday a.m.,
and may be expected here on 10th inst.The O. & O. S. S. Co.'s s.s. *Doric* with
mails, &c., from San Francisco to the 13th ult.,
via Honolulu, arrived at Yokohama, and will
leave for this port via Kobe, Nagasaki and
Manila, to-morrow morning, and is due here
on 13th inst.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. C. FROD,

Acting Director.

Hongkong Observatory, 12th January 1905.

Shipping.

Arrivals.

Pekin, Br. s.s., 2,524, W. W. Cooke, R.M.R., 1st May, Bombay 14th April, and Singapore 24th April, Cotton, and Gen.—P. & O. S. N. Co.
Suisang, Br. s.s., 1,775, F. T. Wheeler, 1st May, Calcutta 15th April, Penang and Singapore 25th April, Gen.—J. M. & Co.
Progress, Ger. s.s., 585, F. Bremer, 1st May, Swatow 30th April, Ballast.—S. & Co.
Kalgan, Br. s.s., 1,141, J. Speed, 1st May, Swatow 31st April, Gen.—D. & S.
Volote, Br. s.s., 2,500, E. Holliday, 1st May, Palembang 24th April, Petroleum.—A. K. & Co.
Fri. Ver. s.s., 865, N. Andersen, 1st May, Haiphong 28th April, and Hothow 30th April, Gen.—H. Andersen & Co.
B. A. Broder, Nor. s.s., 341, A. Andersen, 1st May, Saigon 26th April, Rice and Gen.—S. W. & Co.
Samsen, Ger. s.s., 1,615, F. Richwald, 2nd May, Canton 1st May, Gen.—B. & S.
Woonung, Br. s.s., 1,103, Dawson, 2nd May, Canton 1st May, Gen.—B. & S.
Haitan, Br. s.s., 1,181, J. S. Roach, 2nd May, Fochow 27th April, Amoy 29th, and Swatow 1st May, Gen.—D. L. & Co.
Slavonia, Ger. s.s., 3,635, L. Madson, 2nd May, Shanghai 29th April, Gen.—H. A. L.
Serbia, Ger. s.s., 3,005, Jacobs, 2nd May, Amoy 30th April, Gen.—H. A. L.

Clearances at the Harbour Office.

Hongkong, for West River.
Progress, for Swatow.
Emma Lyken, for Singapore.
Hudson, for Singapore.
Suisang, for Singapore.
Stum Lee, for West River.
Chi-yuen, for Shanghai.
San Cheong, for Canton.
Tsun, for Manila.
Walshing, for Swatow.
Domestic, for Quang-chow-wan.
Kansu, for Cheloo.
Wingchat, for Macao.
Kwangtung, for Canton.

Passengers.

Armand B. his, for E. opp.
Ernest Simons, for Shanghai, &c.
Mamanta, for Portland.
Suisang, for Shanghai.
Ducation, for Shanghai.
Kangra, for Kure.
Prins Waldemar, for Australian Ports.
Kansu, for Tientsin.
Loongmoon, for Tamsui.
Mafthild, for Hothow.
Tjima, for Shanghai.
Norman Isles, for Java.
Quangnam, for Shanghai.
Walshing, for Shanghai.
Tsun, for Manila.
Chi-yuen, for Shanghai.
Hudson, for Singapore.
Trestle, for Singapore.

Passengers Arrived.

Per Suisang, from Calcutta, &c.—143 Chinese, and 13 Indians.
Per Slavonia, from Shanghai—Messrs. Majewsky, Frigat, and Mr. and Mrs. Berkman.
Per Illusion, from Coast Ports—Messrs. Holm, Bird, and Miss Moss, Mrs. Twipur, Misses Codrington, Hancock, Alice Durger, K. Durger, K. Durger, Mrs. Roach and child, Dr. Fahunt, and 360 Chinese.

Passengers Departed.

Per Ernest Simons, for Shanghai—Messrs. A. E. Cockler, Frederic Jones, Mrs. Henry Yelin, Messrs. R. F. Daly, Fortunato da Luz, Asami, F. D. Barretto, Mr. and Mrs. Adolphe Kellmann, Mrs. Charlotte, Messrs. Alvaro Augustus Luzaric, Mayoshi and Edward Way, For Kobe—Capt. S. W. Very, Mrs. Watkins, Mr. J. P. Leite, Mr. and Mrs. F. Kashiwakuma, Messrs. Auguste S. Nagasaki, C. H. Scott, H. S. Whipple, Mrs. J. P. Leite, Mr. and Mrs. P. Couto, and Mr. Marcel Rouff. For Yokohama—Messrs. W. R. Robertson, Tung Sui Po, R. E. Koopmans, J. S. Bialnik, Jullon, Joug Adam, Comdr. F. W. Coffin, Messrs. P. E. Burns, S. E. Large and Joseph.
Per Armand B. his, for Saigon—Mr. and Mrs. C. Caliez, Mr. and Mrs. Benoit, Messrs. W. Robert and Leroy, For Singapore—Mr. and Mrs. Charles Cable, Messrs. Se Pak, Lee, Miss Velgo, Messrs. J. R. Maxson, Yuen Chong, Tan Kong Soo, and Mr. and Mrs. Von Beckmann. For Bombay—Mrs. Motan, J. Ollia, and Mr. S. P. Talati. For Marseilles—Capt. M. Tate, Messrs. Moreau, Lecocq, Lepoittevin, Joliver, Rev. P. Jean Carton, Messrs. La Gal and Tassel.

Shipping Report.

Str. Pekin from Bombay—Light winds, fair weather.
Str. Volote from Palembang—Fine throughout, with light N.E. wind.
Str. Kalgan from Swatow—British fleet (6 vessels) seen off Mira Bay.
Str. Suisang from Calcutta, etc.—From Singapore to Lat. 12° N. light N.E. winds and smooth sea, and from thence to port moderate N.W. winds, and heavy Ely swell. Pedro Blanco, from there fog and haze.
Str. Haitan, from Coast Ports—Fochow to Amoy light winds, and pleasant weather, thence to Swatow dense fog, thence to port light winds, and heavy Ely swell to Pedro Blanco, from there fog and haze.

Vessels in Port.

Anglin, Ger. s.s., 1,632, F. J. Schaefer, 28th April, Bangkok 21st April, Rice.—B. & S.
Ardois, Br. s.s., 2,270, W. L. Smith, 30th April, Kuchino 24th April, Coals.—W. B. K.
Aratoun Apar, Br. s.s., 2,931, E. Fey, 30th April, Shanghai 27th April, Ballast.—D. S. & Co. Ld.
Benvenue, Br. s.s., 3,202, R. Kroble, 30th April, Moji 19th April, Coal.—G. L. & Co.
Boscombe, Br. s.s., 2,433, Winson, 30th April, Moji 24th April, Coals.—B. & Co.
Caffia, Br. s.s., 1,309, R. Barger, 24th April, Barry 3rd Mar., Coal.—Order.
China, Am. s.s., 3,185, D. E. Friele, 20th April, San Francisco 28th Mar., and Manila 27th April, Mail and Gen.—P. M. S. S. Co.
Hanoi, Fr. s.s., 730, P. Merlees, 29th April, Haiphong 27th April, and Hothow 29th, Gen.—A. R. M.
Hoen, Ger. s.s., 771, J. Jensen, 30th April, Tourane 28th April, Sugar and Gen.—J. & Co.
Heraldes, Swed. s.s., 1,160, Grundelinet, 29th April, Gibraltar 24th Feb., and Sabing 20th April, Ballast.—Order.
Kwang Yai, Ger. s.s., 1,115, Köhler, 28th April, Bangkok 19th April, Rice.—B. & S.

Kobichang, Ger. s.s., 1,293, C. Goswisch, 29th April, Bangkok 22nd April, Rice.—B. & S.

Lisa, Swed. s.s., 1,577, H. Hornsbl, 30th April, Kobe 23rd April, Gen.—S. W. & Co.
Loongang, Br. s.s., 1,992, G. S. Weigall, 1st May, Manila 28th April, Gen.—J. M. & Co.
Macquarie, Br. s.s., 1,073, St. John George, 25th April, Moji 21st April, Coal.—G. L. & Co.
Mauang, Br. s.s., 1,641, R. Houghson, 30th April, Sandakan 24th April, Timber and Gen.—J. M. & Co.
Nassovia, Ger. s.s., 1,600, Canlies, 26th April, Shanghai 22nd April, Gen.—H. A. L.
Ormidale, Br. s.s., 2,305, Jas. Hamilton, 29th April, Kobe via Moji 23rd April, Ballast.—B. & Co.
Quinta, Ger. s.s., 98, L. Frahis, 25th April, Saigon 21st April, Gen.—Order.
Travancore, Br. ship, 2,217, Hargre, 30th April, Cardiff 5th Sept., Patent Fuel.—Government.
Yunnan, Fr. s.s., 6,700, Depat, 30th April, Colombo 15th April, Gen.—M. M.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riden, 16th Mar., Philadelphia 16th Oct. 1904, Case Oil.—R. O. Co.
West York, Br. sq. 720, W. J. L. Yost, 15th April, Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Vessel	From	Agents	Dw.
C. Ferd. Laeis	Singapore	H. A. L.	May 3
Malta	Singapore	P. & O. Co.	May 4
Kluick	Singapore	B. & S.	May 4
Athenian	Yokohama	C. P. R. Co.	May 8
P. Sigismund	Singapore	M. & Co.	May 8
Kumsang	Singapore	J. M. & Co.	May 8
Arabia	Japan	P. & A. Co.	May 10
Aragonia	Portland	P. & A. Co.	May 24

Hongkong & Whampoa Dock Returns.

Tak Hing, at Kowloon Dock.
R. bert Cooke
Hanoi

Ships Passed The Canal.

Outward—1st April—Arcadia, Yunnan.
4th April—Agincourt, Denbighshire, Hongkong.
C. Ferd. Laeis, Nippon, Bremer, Suisang, Transit, Wih. 7th April—Verona, Ernest Simons. 8th April—Monarch, St. Egbert, Indian. 11th April—Kluick, Yagan, Alkan, Tibergien, Charlot, Welton, Siquan. 15th April—Ningchow, Menassia, Alwaner, Palermo, Sultur. 18th April—Andalusia, Bayern, Benelmond, March, Tige, Brigausta, Sambia, St. George. 25th April—Bimlarie, Benlidi, Hato, Klamun, Pabing, Polynesian, Solitath, Tannaniti, Aberlour, Daghatian, Oldhamia, Monarch, Manica, Zankai. 28th April—Albany, Hyson, Palma, Wilhelmina.

Homeward—1st April—Caladonin, Deaulca. 11th April—St. Hugo. 15th April—John. 16th April—Pavia, Richmond Castle. 25th April—Homeshshire. 28th April—Touman, Alton.

Post Office.

A Mail will close for:—
Swatow, Amoy and Aiping—Per B. Bjornum, 3rd May, 9 A.M.
Swatow—Per Emma Lyken, 3rd May, 9 A.M.
Swatow—Per Helene, 3rd May, 9 A.M.
Macao—Per Hongkong, 3rd May, 1:15 P.M.
Singapore, Penang and Calcutta—Per Aratoun Apar, 3rd May, 2 P.M.
Shanghai—Per Woonung, 3rd May, 3 P.M.
Cheloo, Tientsin and Shanghai—Per Kalgan, 3rd May, 3 P.M.
Cheloo and Newchang—Per Pronto, 3rd May, 3 P.M.
Swatow—Per Quinta, 3rd May, 3 P.M.
Swatow, Amoy and Fochow—Per Haitan, 4th May, 9 A.M.
Haiphong—Per Fri, 4th May, 9 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Lynn, 4th May, 11 A.M.
Macao—Per Hongkong, 4th May, 1:15 P.M.
Macao—Per Hongkong, 5th May, 1:15 P.M.
Manila—Per Loongang, 5th May, 3 P.M.
Amoy and Manila—Per Ruhl, 6th May, 10 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 6th May, 10 A.M.
Europe, &c. India, via Tuticorin—Per Coromandel, 6th May, 11 A.M.
Cebu and Hilo—Per Kalgan, 6th May, 3 P.M.
Amoy, Straits and Rangoon—Per Zaida, 6th May, 3 P.M.
Kongmoon, Kuchuk, Shingling and Takling—Per Lintan, 6th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 6th May, 11 A.M.
Singapore, Penang and Calcutta—Per Suisang, 6th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empire, 10th May, 10:30 A.M.
Europe, &c. India, via Tuticorin—Per Prussia, 10th May, 11 A.M.
Shanghai—Per Hongkong, 10th May, 3 P.M.
Kudat and Sandakan—Per Mauang, 11th May, 3 P.M.
Manila—Per Zaffro, 15th May, 11 A.M.
Singapore, Penang and Bombay—Per Iphila, 15th May, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Sydney, Cairns, Townsville, Brisbane, Melbourne, Adelaide and Perth—Per Trian, 15th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 24th May, 11 A.M.

Mail for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mail for Nagasaki, Sanbu, Rangoon, Kuchuk, Samshui, Wuchow and Macao will be closed at 5 p.m. On Sundays the mail will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.
Anderson, Miss G. T. Kemp, H. H.
Austin, W. M. Kerr, F.
Bartel, J. C. G. Krasson, T. A.
Bates, Mrs. H. C. Lalg, A. H.
Bingham, Mr. & Mrs. Lees, H.
J. E. and child Lewis, A. R.
Birbeck, R. J. Mackay, C. H.
Bliss, W. S. Macanlay, Dr. & Mrs. H. R.
Blaney, Mrs. Marriott, Dr. O.
Blaney, Miss Miller, P. L.
Blair, D. K. Moler, A. M. Mrs. W. M.
Boggs, Mr. and Mrs. Moler, A. M. Mrs. W. M.
Bonner, E. A. Moore, Dr. W. B. A.
Bonhwick, Mrs. R. W. Murray, E. H.
Bowden, V. R. Newington, A. G.
Brughall, L. Nabury, E.
Bock, Hart Ollie, O. C.
Clark, Hon. Dr. Francis Parit, W.
Clegg, R. M. Reg. Li. Perkins, Mr. and Mrs. E. O.
Cunningham, G. H. P. and Mrs. A. G. and infant.
Cunningham, Miss A. S. Plait, E. V.
Davies, F. O. Ranney, F. O.
Davies, Mrs. J. T. Ranney, Mrs. F. O.
Davis, Miss L. G. Roach, Mrs. J. S. and child.
Deponar, S. B. Smyth, Mr. and Mrs. F. Skott, O.
Doolittle, F. H. Sweeney, E. G.
Douglas, Capt. & Mrs. J. Somerville, Geo. T. C.
Downing, Mr. and Mrs. Somerville, Geo. T. C.
Dunlop, Misses (3) Stanley, H. H.
Felix, C. P. Stein, A. L.
Fletcher, H. Sutherland, H.
Fox, Miss H. Thomson, J.
Frost, B. L. Torney, Miss J.
Gillon, E. C. Torney, Miss J.
Glover, C. Torney, Mrs. A. W.
Grane, Dr. and Mrs. F. Uobehau, C. H.
Hall, Capt. T. Wakefield, Mrs. and Miss.
Hanson, J. Wemyss, J. L.
Hurst, R. M. Engineer. Woolmer, Mr. and Mrs. C. E.
Harding, R. Wright, Mr. and Mrs. Zehrmann, F. C.
Jones, J. M.
Jones, S. M.

CHAIKIDURK.

Barnett, H. J. O. Smith, E. Grant.
Dann, G. H. Smith, H. Percy.
Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. Montague.
Marchant, Capt. and Mrs. Wilson, Dr. Newell.
Riadore, R. M. Lieut. Woodward, Mr. & Mrs. and children.
Smith, Mr. and Mrs. Wright, Mr. R. J. L. and children.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Mira Bay
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Frumant	Hongkong
Andromeda	cruiser, 1st class	11,000	10	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tunell	Yangtze
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Mira Bay
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	300	—	300	—	en route to Singapore
Diadem	cruiser, 1st class	11,000	16	16,500	—	Hongkong
Fame	torpedo boat destroyer	305	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stophord	Mira Bay
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-vessel	6,400	—	2,400	Captain E. F. B. Charlton	en route from England
Hogues	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Mira Bay
Humber	storeship	1,640	—	800	Lieut. P. H. Riadore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcaker	Singapore
Janus	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Kinsh	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moore	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Mira Bay
Racer	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Roadster	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Altay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,100	Reserve	Hongkong
Stutley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dickson	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	16	13,500	—	Singapore
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	300	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel Commander-in-Chief.

† Flag of Rear Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	—	Haiphong
Baignonette	river gunboat	—	—	150	—	Saigon
Caracade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	458	Lieut. Merveilleux du Vignaux	Saigon
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allain	Gulf of Siam
Décidé	gunboat	645	10	1,000	Lieutenant L'Eton	Baie d'Along
Descartes	cruiser	3,045	14	5,500	Commander Amet	Saigon
Etoce	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Frède	destroyer	350	—	303	Lieut. Jehanno	Haiphong
Guchis	protected cruiser	—	—	—	—	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Heart River	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	300	6	308	Lieut. Corbier	Haiphong
Jaroline	destroyer	307	—	300	Commander Sagot-Duvaupoux	Haiphong
Kervat	cruiser	1,250	7	2,200	Commander Simon	Chemulpo & Shanghai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm	armoured cruiser	9,700	13	19,600	Capt. Duval	Baie d'Along
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Saigon
Océ	river gunboat	—	—	—	Lieut. Grallier	Saigon
Pahy	gunboat	—	—	—	Lieut. Lavallière	Obumking
Pistollet	destroyer	307	7	6,300	Lieut. de Reinach-Werbé	Coongku
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Rodolphe	battleship, reserve	9,437	8	6,071	Commander C. P. M. Fouldiot	Saigon
Sabre	destroyer	—	—	—	Lieut. Leball	Haiphong
Saint-James	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,714	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	629	2	900	Lieut. Roque	Baie d'Along
Tahiti	river gunboat	—	—	—	—	Upper Yangtze
Takou	destroyer	350	6	—	Capt. Terquem	Saigon
Vauban	battleship, reserve	6,150	23	4,560	—	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brynnon	Saigon

Mails.



THE PENINSULAR AND ORIENTAL
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STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
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(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tex for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer, proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 22nd April, 1905.

MESSAGERIES MARITIMES

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MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS...30th May.
S.S. POLYNESIEN...13th June.
S.S. CALEDONIEN...27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

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Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	At May 4
Hyades	3,753	Geo. Wright	May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

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The twin-screw s.s. *Shawmut* and *Tremont*
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large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

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DOWELL & CO., LIMITED,
General Agents.

Queens' Buildings.

Hongkong, 2nd May, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Ellipse Dupliator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 31-Horse
Power Motor never been used for more than
test-trials, everything in excellent condition,
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings.

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

THE "FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 1st May, 1905.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
presently in occupation of the Steata
Laundry Co., Ltd.

No. 1, RYDON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, GON-
WRIGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

Dentistry.

THE AMERICAN SYSTEM
OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation.....	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973 }	\$1,493,408	{ Div. of £1.10, and bonus of £1 @ ex- change, 1/11. 9/16 = \$2.546 for second half-year 1904. }	{ \$790 buyers London £80 }
National Bank of China, Limited.....	99,925	£7	£7	{ \$1,400,000 \$1,739 }	\$21,668	\$2 (London 3/6) for 1903	\$2 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited.....	10,000	\$150	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903	\$18 buyers
China Traders' Insurance Company, Limited.....	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$364,366 \$371,445 }	Nil.	\$41 for year ended 30.4.1904	\$18
North China Insurance Company, Limited.....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 82 ex div.
Union Insurance Society of Canton, Limited.....	10,000	\$250	\$100	{ \$1,850,000 \$2,000 \$374,749 \$893,110 \$84,773 \$200,000 \$37,794 \$1,000,000 \$125,675 \$2,561 }	\$2,078,997	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited.....	8,000	\$100	\$50	{ \$1,000,000 \$125,675 \$2,561 }	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCE.							
China Fire Insurance Company, Limited.....	20,000	\$100	\$20	{ \$1,000,000 \$125,675 \$2,561 }	\$329,647	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,200,000 \$1,200,000 \$1,200,000 \$1,200,000 }	\$360,372	\$34 for 1903	\$305
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$5,000 \$18,000 \$18,000 \$18,000 }	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited.....	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 \$100,000 }	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.....	80,000	\$15	\$15	{ \$600,000 \$158,444 }	\$26,160	\$1 for second half-year 1904	\$261 sales
Indo-China Steam Navigation Company, Limited.....	60,000	£10	£10	{ £200,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$124
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	{ Tls. 25,000 £40,000 £4,116 }	Tls. 43,761	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 final making Tls. 3 1/2 for 1904 ... Interim of 1/1 (Coupon No. 5) for 1904 ... }	{ Tls. 52 buyers Tls. 484 sellers 21/6 sales }
"Shell" Transport and Trading Company, Limited.....	100,000	£1	£1	{ \$60,000 \$15,093 }	\$1,287	{ \$1.80 & 1/4 cts for year ending 30.4.04 \$3.90 & 1/2 cts. }	{ \$57 sales \$28 }
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ \$400,000 \$130,153 }	\$21,231	\$10 for 1904	\$125 sales
Straits Steamship Company, Limited.....	5,000	Tls. 100	Tls. 50	{ Tls. 126,000 Tls. 276,679 }	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	Tls. 28 buyers
Taku Tug and Lighter Company, Limited.....	30,000	Tls. 50	Tls. 50	{ Tls. 276,679 }	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited.....	20,000	\$100	\$100	{ \$450,000 \$450,000 }	\$42,812	Final of \$15 making \$20 for 1904	\$225
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ \$450,000 \$450,000 }	\$85,987	\$3 for 1897	\$27 buyers
Penak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 1,835	Tls. 2 1/2 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.....	100,000	£1	£1	{ £40,000 none }	£7,820	No. 3 of 1/6	Tls. 71 sales
Oriental Consolidated Mining Company, Limited.....	50,000	G. \$10	G. \$10	{ none }	G \$67,293	50 cents making G. \$1 for 1904	G \$171 sales
Raub Australian Gold Mining Company, Limited.....	50,000	£1	£1	{ £4,873 }	£4,029	No. 12 of 1/- = 48 cents	\$4 sellers
Société Française des Charbonnages du Tonkin.....	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited.....	6,000	\$25	\$25	{ \$70,000 \$58,473 }	\$8,577	\$3.75 for 1904	\$324 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.....	40,000	\$50	\$10	{ \$100,000 \$300,000 \$250,000 }	\$29,422	Final of \$24 making \$51 for 1904	\$106 buyers
Hongkong and Whampoa Dock Company, Ltd.....	50,000	\$50	\$50	{ \$33,500 \$60,000 \$55,500 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end 30/6/04 \$14 for 1903 \$10 div. and \$1 bonus for 1903 \$7 dividend Tls. 5 interim for 1904/5 }	{ \$205 \$175 buyers \$21 sellers \$150 buyers \$111 Tls. 157 }
Howarth Erskine, Limited.....	12,000	\$100	\$100	{ \$60,000 \$55,500 }	\$489	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 sales
New Amoy Dock Company, Limited.....	6,000	\$50	\$50	{ \$55,500 }	\$489	\$20 for 2nd half year making \$26 for 1904	\$400 sales
Riley Harveys & Co., Limited.....	6,000	\$50	\$50	{ \$150,000 \$150,000 }	\$49,936	Tls. 18 for 1904	Tls. 187 buyers
Do. (Preference).....	2,750	\$100	\$100	{ \$150,000 \$150,000 }	\$49,936		
S. C. Farnham, Boyd & Co., Limited.....	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 Tls. 487,707 }	Tls. 48,153	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 sales
Shanghai and Hongkong Wharf Company.....	32,000	Tls. 100	Tls. 100	{ Tls. 59,880 \$2,100,000 Tls. 17,500 }	Tls. 10,711	\$20 for 2nd half year making \$26 for 1904	\$400 sales
Tanjong Pagar Dock Company, Limited.....	37,000	\$100	\$100	{ Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	Tls. 187 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 }	Tls. 2,762		
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)...	30,000	\$25	\$25	{ none Tls. 34,000 }	\$9,989	\$2 1/2 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin).....	2,000	Tls. 50	Tls. 50	{ Tls. 6,000 }	Tls. 805	Final of Tls. 5 making Tls. 9	Tls. 145 sales
Hongkong Hotel Company, Limited.....	12,000	\$50	\$50	{ \$100,000 \$100,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	\$143
Hongkong Land Investment and Agency Co., Ltd.....	50,000	\$100	\$100	{ \$250,000 Tls. 13,086 \$200,000 }	\$37,875	Final of \$6 making \$12 for 1904	\$127 buyers
Hotel des Colonies Company, Limited (Shanghai)...	9,000	Tls. 25	Tls. 25	{ Tls. 13,086 \$200,000 }	Tls. 680	\$10.08 1/2 for the year ending 31.3.1904	Tls. 22 buyers
Humphreys Estate & Finance Company, Limited.....	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$11,958	90 cents for 1904	\$121 buyers
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ none \$50,000 }	\$377	\$3 for 1904	\$391 buyers
Shanghai Land Investment Company, Limited.....	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,766	{ Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904 Tls. 4 for 1904 Final of Tls. 4 making Tls. 7 for 1904 }	{ Tls. 115 sales Tls. 47 sellers Tls. 125 }
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	{ Tls. 67,500 }	Tls. 670	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Tientsin Land Investment Company, Limited.....	7,726	Tls. 100	Tls. 100	{ Tls. 67,500 }	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	{ none \$1,247 }	Tls. 5,150	None	Tls. 124 buyers
West Point Building Company, Limited.....	12,500	\$50	\$50	{ none \$1,247 }	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	{ none \$1,247 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 371 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	\$10	\$10	{ none \$1,247 }	\$22,862	50 cents for the year ending 31.7.04	\$161 sellers
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 35 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$1,247 }	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 100	Tls. 100	{ Tls. 8,715 }	Tls. 22,050	4 % for 1897	Tls. 180
CIGARS AND TOBACCO COS.							
Alhambra, Limited.....	300	\$200	\$200	{ \$779 }	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited.....	67,500	\$10	\$10	{ none }		First year	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$250,000 \$25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited.....	90,000	\$10	\$10	{ none \$25,000 \$25,000 }	\$2,883	Interim of 50 cents for 1904	\$13 1/2 buyers
Anglo-German Brewing Company, Limited.....	4,200	\$100	\$100	{ none \$25,000 }		First year	\$115 buyers
Bell's Asbestos Eastern Agency, Limited.....	8,604	12/6	12/6	{ none \$8,000 }	£161	6d. per share for 1903	\$51 buyers
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ none \$8,000 }	\$1,182	\$3 for 1904	\$30
Central Stores, Limited.....	6,000	\$15	\$15	{ \$20,000 }	\$1,502	{ Final of 60 cents making \$1.80 for 1904 None Preferential of 7 per cent for 1904. }	{ \$21 sellers \$100 \$8 sellers \$13 Tls. 65 sales \$10 \$171 sales Tls. 25 sales \$27 buyers \$17 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 buyers \$24 buyers \$160 buyers \$171 buyers \$200 buyers \$24 \$150 sales \$18 buyers \$135 buyers \$135 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